

JTE Truck Automatic Transmission Group and Teleflex Shift Cable Issues Log

Item	Issue	Status	Comments
1	95 AB shift cable: Remove alignment key on steering column bracket.	PCN 41018-104 written to remove alignment key. Teleflex cost is \$42k and 16 weeks. This will create a Chrysler tool.	Change required to reduce insertion difficulties at Pillette due to having to align the cable after a tight cable bend routing out of the dash panel.
2	95 AB shift cable spring effort increase	Assy plant must rotate prop shaft to avoid numerous no start in park problems. New to 95 MY with cable shift. Teleflex to supply sample springs with effort similar to BR rod but with 20% increased load.	Need sample springs ASAP from Teleflex for 50 piece PTR at plant.
3	96 AB and 97 AN heat protective sleeve upgrade	Investigating upgraded heat sleeve to handle 15 mm clearance to exhaust pipe on 97 AN and 96 AB with catalyst closer to cable	Teleflex to provide samples of new upgraded heat sleeve with cost. Scott & Co. give print to Scott.
4	97 AN dash panel change and corresponding shift cable plate change	Callia info available on new plate packaging environment. Change driven by requirement to reorient manual trans master cylinder which occupies the same space on a M/T truck.	Info to Teleflex on new design 10/28/94. Gardner to follow-up and confirm January timing.

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5	97 AN adjuster head travel	Travel on F1 cables is only about 10 mm. Design was requested to have 20 to 25 mm of adjustment travel, similar to 95 AB.	Teleflex reviewing design for F2 level upgrade.
6	97 AN adjuster head position	Current F1 position too close to brake tubes for easy access.	Teleflex to move adjuster head down about 3 inches closer to trans end of the cable.
7	97 AN adjuster head orientation	The orientation of the adjuster head will need to be controlled so that the release lock tab faces upwards. F1 level parts allow locking tab to face downward which makes a very difficult in vehicle service adjustment.	Teleflex advised of concern 10/27/94. Would need resolution on F2 level parts.
8	97 AN cable clip requirements	Cable clipping may be required near intermediate shaft, exhaust manifold and by the starter.	Teleflex and JTE looking at situation
9	97 AN cable touches electrical junction block near strg column.	Light interference to electrical junction block exists.	Will review on F1 builds but don't think this is a real problem.

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10	97 AN shift cable ease of adjustment and lash bias control	F1 level cable adjusters do not operate freely and do not provide enough spring load to accomplish a good adjustment. The cable adjuster must be forced into the correct position to remove all cable lash.	Teleflex to fix this deficiency with improved spring tension and improved fit between sliding parts. F1 vehicles to be retrofitted with higher effort spring.
11	97 AN shift cable load and heat test	Ask Teleflex as of 10/28/94 to run heat and pull out of park load test on their bench to determine adjustment and gage length integrity. The cable must maintain the same gage lengths within 1mm for the life of the vehicle and the duration of the subject test.	The test to apply 150 lb. in tension at a rate of 150 lb per 0.5 seconds. This load to be applied ten times at each soak (one hour soak time) temperature. The test temperatures are 200, 250, 300, and 350 f applied to the lower one third of the cable assembly (trans end). After each ten load applications at the given soak temperature, the gage lengths and the locked position of the adjuster head relative to the conduit is to be measured to assure that their is no change.
12	98 BR shift cable	Preliminary work at JTE begun to use a cable shift system on the 98 BR with the new REE trans.	Expect to improve current jump out of gear issue and possible changing adjustment due to body sag.

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13	97 AN stud retention in dash	Need a clip to allow studs to hold shift cable bracket into dash so operator can install nuts without having someone to keep the bracket in place	Teleflex and JTE to investigate. 10/28/94
14	97 AN adjuster head deformation when attempt to unlock	First F1 vehicle XB-7AN-245 was readjusted with difficulty because the adjuster head body deforms when attempting to pry out the locking tab.	JTE asking Teleflex 11/1/94 to make the adjuster head more resilient to support a pry tool during an unlock procedure
15	96 AB and 97 AN cable plastic upgrade for improved heat resistance	Teleflex investigating Nylatech material for all plastic parts on the cables. The material is rated at 300 F continuous duty.	Need cost and timing and plan to provide prototype samples for bench and vehicle testing.

Jerry Gardner 11/1/94
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